

REMARKS

Applicants wish to thank the Examiner for considering the present application. In the Office Action dated January 31, 2005, claims 1-14 are pending in the application. Applicants respectfully request the Examiner for reconsideration.

Claims 1-14 stand rejected under 35 U.S.C. §103(a) over *Breen* (5,029,948) in view of *Tachihata* (6,226,587). Applicants respectfully traverse.

Claim 1 is directed to a method of controlling an automotive vehicle with a yaw stability control system and a trailer that includes determining the presence of a trailer and generating a trailer signal, changing a side slip angle parameter threshold of the vehicle to a modified side slip angle parameter threshold in response to the trailer signal and controlling the yaw stability control system in response to the modified side slip angle parameter threshold. Claim 1 has been amended to clarify that the changing is performed to form a modified side slip angle parameter and that determining the presence of a trailer generates a trailer signal. It should also be noted that the side slip parameter may be the side slip angle itself or the rate of change of the side slip angle. The side slip angle of a vehicle is the arc tangent of the longitudinal velocity divided by the lateral velocity. This ratio is so well known that it is not defined in the present application and it is also not defined in the *Tachihata* reference. The Examiner points to the *Breen* reference for an articulation angle which the Examiner implies is the side slip angle. It should also be noted that the present claim is limited to the side slip angle of the vehicle and not of the trailer. The articulation angle would be the angle between the trailer and the vehicle. Thus, it appears the Examiner has misunderstood Claim 1. The *Breen* reference does not teach or suggest controlling a side slip angle or changing a side slip angle parameter. The *Tachihata* reference does teach changing a side slip angle parameter as set forth by the Examiner but does not teach or suggest changing the side slip angle parameter threshold of the vehicle to a modified side slip angle parameter threshold in response to the trailer signal. In fact, the *Tachihata* reference does not teach or suggest a trailering signal. Thus, the combination of the references does not form the invention and there is no motivation to combine the references since the *Tachihata* reference does not teach or suggest trailering. Applicants therefore respectfully request the Examiner to reconsider the rejection of Claim 1.

Claim 10 is an independent claim. Claim 10 is similar to Claim 1 but recites a

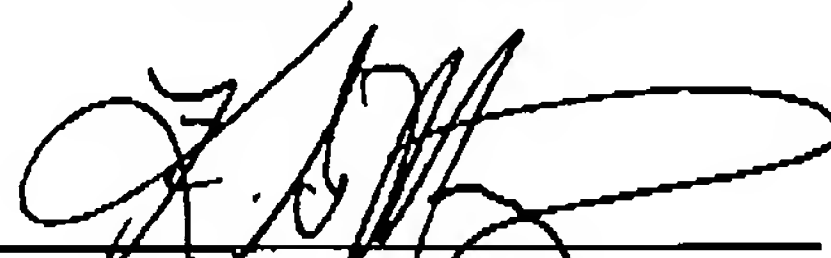
system claim. Claim 10 recites that the controller changes the side slip angle parameter threshold of the vehicle to a modified side slip angle parameter threshold in response to the trailer signal and that the yaw stability control system operates in response to the modified side slip angle parameter threshold. Applicants therefore respectfully request the Examiner to reconsider the rejection of Claim 10.

Likewise, Claims 11-14 are dependent upon Claim 10 and are also believed to be allowable for the same reasons set forth above.

In light of the above remarks, Applicants submit that all objections are now overcome. Applicants respectfully submit that the application is now in condition for allowance and expeditious notice thereof is earnestly solicited. Should the Examiner have any further questions or comments please contact the undersigned. Please charge any fees required in the filing of this amendment to deposit account 06-1510.

Respectfully submitted,

ARTZ & ARTZ, PC



Kevin G. Mierzwa
Reg. No. 38,049
28333 Telegraph Road
Suite 250
Southfield, MI 48034
(248) 223-9500

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